



Minnesota Transportation Museum

MINNEGAZETTE

November/December 1985

Jackson Street Roundhouse Needs Your Pledge

Museum members were urged to consider pledging financial support to the Jackson Street Project at the September general meeting. Recently, members received a mailing appeal explaining the Museum's plans to raise funds, and asking members to pledge their support.

About \$2.8 million will be needed to purchase and renovate the building, and to open it as a public museum and workshop. Most of the money must be raised from foundations, businesses and prominent individuals. Prior to this, however, the Museum must prove its own tangible interest in the project by putting up funds of its own toward the cost. That is where member contributions are crucial to the success of the project.

Senator Everitt Dirksen pointed out once that a few dollars from here and there can add up to real money. The pledge drive will be a success if all members will pledge what they can afford to show their support.

Pledges need not be painful. A small amount pledged monthly, quarterly or annually for a period of up to five years will spread the expense. Other non-profit organizations in Minnesota have been able to reach their goals in this way. MTM hopes to follow their example.

The Museum needs a permanent "home" at Jackson Street Roundhouse to support its activities and reach its long-term goals. Please remember the Roundhouse and pledge what you can afford to make it a reality. More important than the amount raised will be the 100 percent participation of the membership in the fund drive.

Gayle Bromander
President

Calendar Of Events

The 1986 calendar of events will be taking shape this winter. The **Minnegazette** will carry changes and additions as they occur. Watch this column for current excursion and meeting information.

Nov 26, 1985: Annual Membership meeting and election of officers for 1986. National Guard Auditorium, Fort Snelling, 7:30 p.m. See map in this issue.

Jan 28, 1986: General membership meeting, 7:30 p.m., White Bear Country Inn, 4940 Highway 61, White Bear Lake.

1985 Nominating Committee Report

The Nominating Committee, composed of **Ken Snyder**, **Wendell Gilkerson** and **Frank Sandberg**, recommends the following slate of candidates for Museum office in 1986:

Eugene Corbey
Kenneth Snyder
Robert Kruse
Russell Olson
Eugene Hickey
Bernard Braun
Ross Hammond

President
Executive VP
Secretary
Treasurer
VP - Traction Division
VP - Railroad Division
VP - Public relations

This slate will present this slate at the 1985 Annual Meeting.

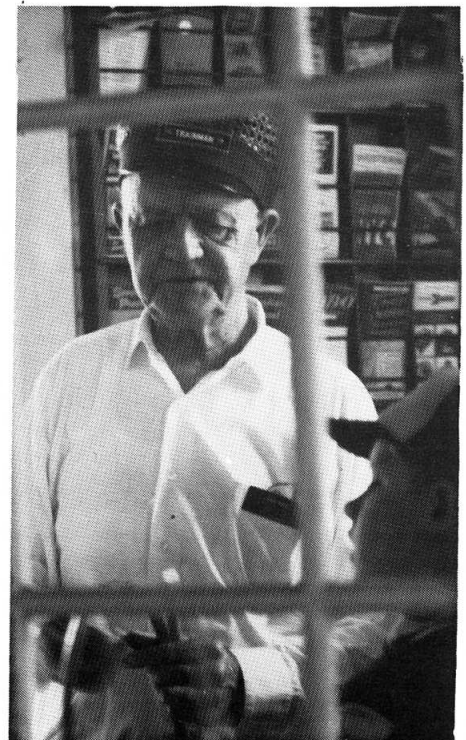
Ken Snyder, Chair
1985 Nominating Committee

MTM Annual Meeting

The 1985 Annual Meeting of the Minnesota Transportation Museum will be held **November 26, 1985, 7:30 p.m.** at the **National Guard Auditorium, Fort Snelling**. The membership will elect Museum officers for calendar year 1986 at this meeting. The Nominating Committee will nominate its slate of candidates, and nominations also will be taken from the floor. All Museum members whose dues are current may vote for Museum Officers at the Annual Meeting.

About The Cover

"A Northern Pacific Class A-3 4-8-4 blasts out of Hoppers Tunnel, Montana, circa 1947." Artist Harlan Hiney painted the scene from a photograph by Warren R McGee for the cover of **Northern Pacific Supersteam Era - 1925-1945** by Museum member Larry Schrenk and Robert Frey. Larry shares two other notable views in this issue. Reprinted with author's permission.



Herb Pinske Explains Minnehaha Depot to Cub Scouts. Bernie Braun Photo.



Published bi-monthly for members in good standing of the Minnesota Transportation Museum, Inc.

Articles and photos of museum interest are always welcome and will be returned upon request.

Please address all communications to the editor,

Bill Graham, Minnegazette
5818 Knox Avenue South
Minneapolis, MN 55419

Editorial

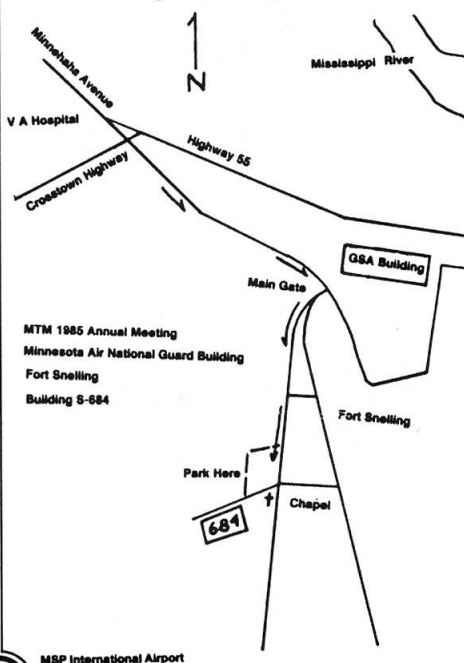
On Becoming A Museum

Since World War II, rail museums around the country have searched for organizational formats that support orderly growth. The old question is how a democratic and growing organization can coordinate activities that volunteer members carry out. If there is an answer to that, then the organization must decide which wants of its members and the community it should try to serve. Groups must find their own answers, and some are more successful than others.

In the 1940's and 1950's, a few dedicated souls began rescuing museum pieces from scrap lines. Someone had to do it, and at the time, few knew where the pieces might end up. Our own car 1300 and locomotive 328 are examples. In the 1960's and 1970's, preservation groups and their collections grew rapidly as rail passenger service disappeared. However, it seemed that wish lists and problems multiplied as a museum's collection mushroomed. Members had favorite projects and firm ideas about pursuing them. No longer was it easy to decide the organization's goals or how to reach them, as choices became more complicated.

MTM 1985 Annual Meeting

Minnesota Air National Guard Building
Fort Snelling Building S-684



Perhaps the most baffling question was (and is) how to stay solvent from fares and gate fees, as grant funds dried up, and projects ran into big money. The financial pinch made choices even more difficult, and sharpened differences over how to spend limited funds.

In his book **Trolley To The Past**, **Andrew D Young** says that museums in the 1980's need better management and organizational discipline than forty years ago when the movement began. Success hinges on setting realistic goals, matching them with realistic means, and following them through. Community support is crucial, and groups must do things of general interest that members might not choose for themselves. Without these requisites, organizations do not become permanent "museum" institutions of significance in their communities. Rather, they remain "clubs" with vast rusting collections for the tinkering pleasure of a few railfans.

MTM has come further than many toward becoming a "museum." We chide ourselves that the Como-Harriet Streetcar Line runs itself. Actually, hundreds of people have given tens of thousands of hours and dollars, much planning and untold cooperation. The result is a successful, self-sustaining and significant museum exhibit requiring constant care.

We created a steam passenger train and operated excursions with it for the past five summers. **Russ Olson's** book **Electric Railways of Minnesota**, the Stillwater operating site, our service to the community, all are significant achievements. Why be concerned, then, about abstract goals, plans and management techniques?

After 20 years, firm consensus remains lacking within MTM on several questions fundamental to our existence. Consider the following:

How can we select, prioritize and carry out activities in a manner that keeps the organization whole and healthy?

How can we budget museum resources effectively to these activities?

What means should the President and the Board have, individually and collectively, to manage and direct Museum activities?

How can we ensure succession of new, capable Board members?

Can we enforce a useful policy both on acquisitions and dispositions?

Should the operating divisions be incorporated separately? If so, how should they function and also relate to the Museum as parent organization?

The **Branford Electric Railroad Journal** carried this message to its members in the summer of 1982:

"Long-term goals must be decided upon, short-term goals must be established . . . and adhered to until the desired results have been achieved. The (museum) cannot continue to shift . . . attention to whatever project strikes our fancy at a given moment. The enthusiasm generated by new projects, we have learned, wanes very quickly. The short-term objective which should be given priority is the establishment of an effective, efficient administrative system . . . If this "club" cannot ensure that its affairs are properly managed, it is unlikely that it will ever develop into the public institution we . . . think . . . we are."

In an organization like MTM, the ever-changing demands of sound management go beyond Board decisions to the choices members make for themselves. Regardless of how these choices are reached, we all share the benefit, burden and responsibility of them. Perhaps the essential question is how we can become the kind of institution we want to be.

Bill Graham, Editor
Minnegazette

Burlington Northern Trains MTM Crews

Burlington Northern officials have offered to help up-date the training of MTM operating crews. Training will include locomotive and train operation, as well as mechanical maintenance and inspection of equipment. MTM thanks Burlington Northern for this offer of help, since safety is the organization's paramount concern. Members wishing to participate in this training should contact **Bernie Braun** as soon as possible.

Gene Corbey
Executive Vice President

Board Of Directors

The Board of Directors took the following actions at its meeting of September 17, 1985:

1. Approved expenditure of \$5,000 for roof repairs at Jackson Street Roundhouse.

2. Authorized application for permits to move the Bayport depot building, and to locate it at Summit in Stillwater Township.

3. Authorized **Bill Campion** to negotiate land transactions at the Stillwater Site on behalf of the Board, and requested **Phil Martini** to provide legal counsel.

4. Conditionally approved sales of lands to adjoining owners at Hazel Street and at Duluth Junction on the Stillwater Site.

5. Appointed a Museum insurance committee, to be chaired by **Russ Olson** and consisting of **Gene Corbey, Bob Ball, Wendel Gilkerson, Bernie Braun and Don Westley**, to evaluate insurance needs and recommend appropriate changes in Museum policies.

6. Authorized expenditure of \$800 to move doodlebug No 9735 to St Paul from Upper Michigan.

7. Accepted the resignation of **Tom Dethmers** as Stillwater Site Chair with thanks for his service, and directed the President to appoint a replacement.

8. Tabled the appointment of a Museum representative to the Board of Superior Shortline Limited.

At its meeting of October 15, the Board took the following actions:

1. Authorized **Bill Campion** to negotiate changes in the Manning Avenue crossing signal permit with the Minnesota Department of Transportation.

2. Directed **George Isaacs** to negotiate with Cleveland Regional Transit Authority for two PCC streetcars, and requested other Museum members not to contact the RTA in this connection.

3. Authorized **Ken Snyder** to sell conveyor equipment located at Jackson Street Roundhouse.

4. Authorized **Nick Modders** to establish a work assignment "hot line" which members may call to learn where help is needed with Museum projects.

5. Authorized **Bernie Braun** to investigate heating portions of the Minnesota Transfer Roundhouse this winter to make equipment restoration work easier.

NP Ry Gets A Biography

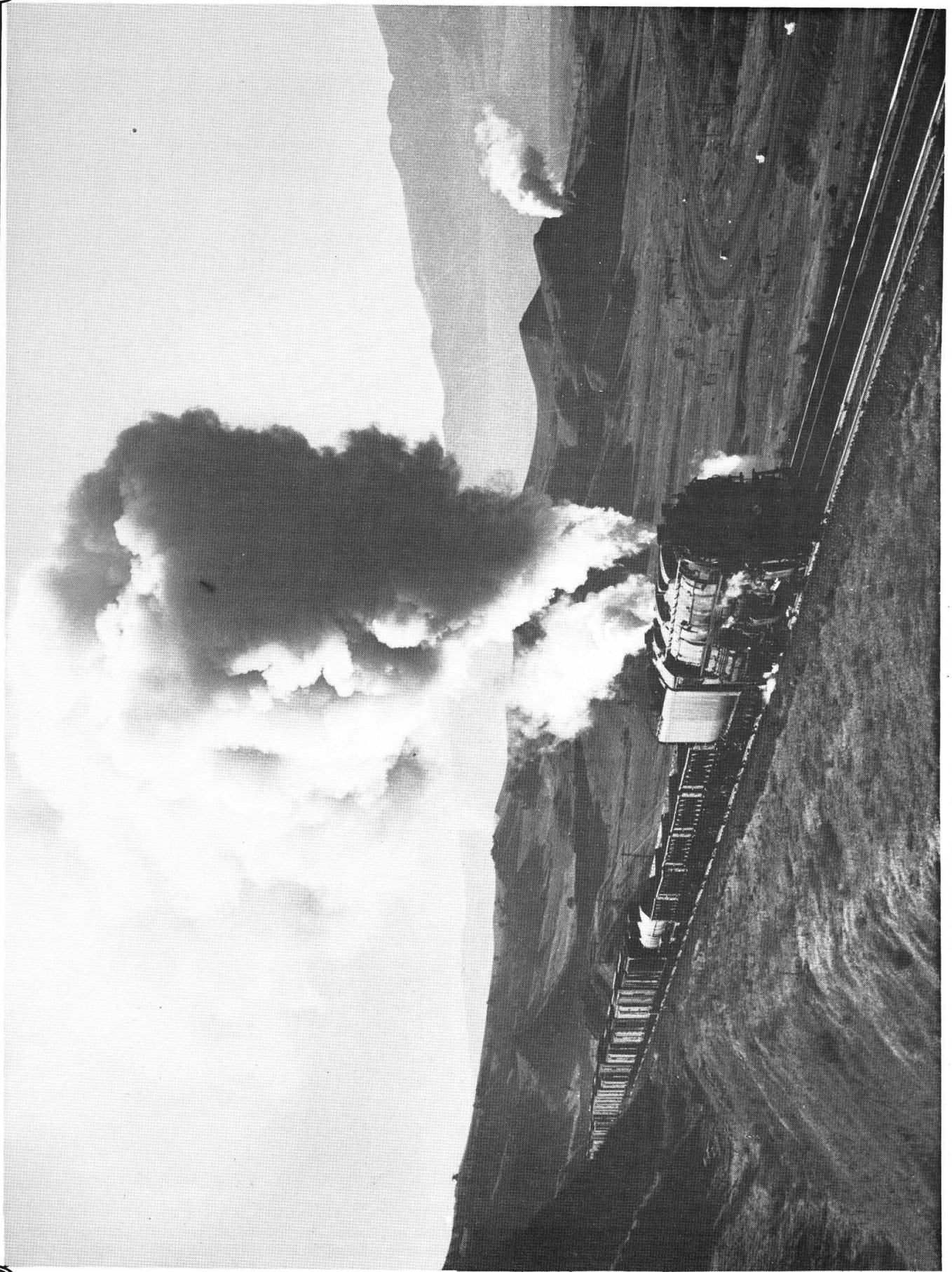
The first book of a three volume history of the Northern Pacific Railway was published this fall. The authors of the work, entitled **Northern Pacific Supersteam Era - 1925-1945**, are Museum member **Larry Schrenk** and Robert Frey. The Golden West Books publication will be available soon.

The trilogy is lavishly-illustrated, and provides an readable summary of the Northern Pacific and the many railroads that eventually became part of it. The first volume focuses on the years when Northern Pacific turned heads with its advanced steam locomotives, namely its A-Class 4-8-4 Northerns, and behemoth Z-Class 2-8-8-4 Yellowstones and 4-6-6-4 Challengers. Supplementing the book's 232 crisp photos are two elegantly reproduced paintings by Harlan Hiney and one by Howard Fogg of NP mainline action.

(Cover painting and photos reprinted in **Minnegazette** with author's permission. **Northern Pacific Supersteam Era - 1925-1945** retails for \$44.95; Golden West Books, Library of Congress card # 85-13189.)



Northern Pacific train No 3 crosses Marent viaduct, 226 feet tall, located on the climb over Evaro summit west of Missoula, MT. In June, 1933, helper engine No 1635 assists road engine No 2193. Ronald V Nixon Photo Courtesy of Lorenz P Schrenk.



On July 4, 1951, Northern Pacific Z-Class Challenger blasts up the eastern slope of Bozeman Pass near Livingston, MT. Distant plume comes from helperengine at rear of train. Philip R Hastings Photo Courtesy of Lorenz P Schrenk.

Traction Report

1985 CHSL Ridership

Streetcar ridership through September 30 was just slightly behind 1984 totals, due to unseasonably cool, wet weather.

35,288 Regular Passengers
3,349 Charter Passengers
38,637 Total through Sept 30

Many thanks to each and every member who worked on operating and maintenance crews at Lake Harriet during 1985. It was another successful and fun season, made possible only by your efforts.

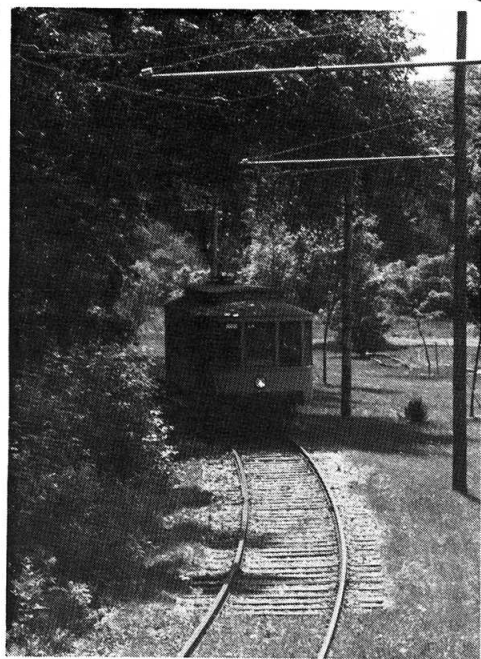
PCC Car For Lake Harriet?

The Traction Division has a long-term goal to exhibit cars indigenous to Minnesota that represent successive stages of development. At Lake Harriet now are two "standard" cars from the Twin Cities and Duluth systems,

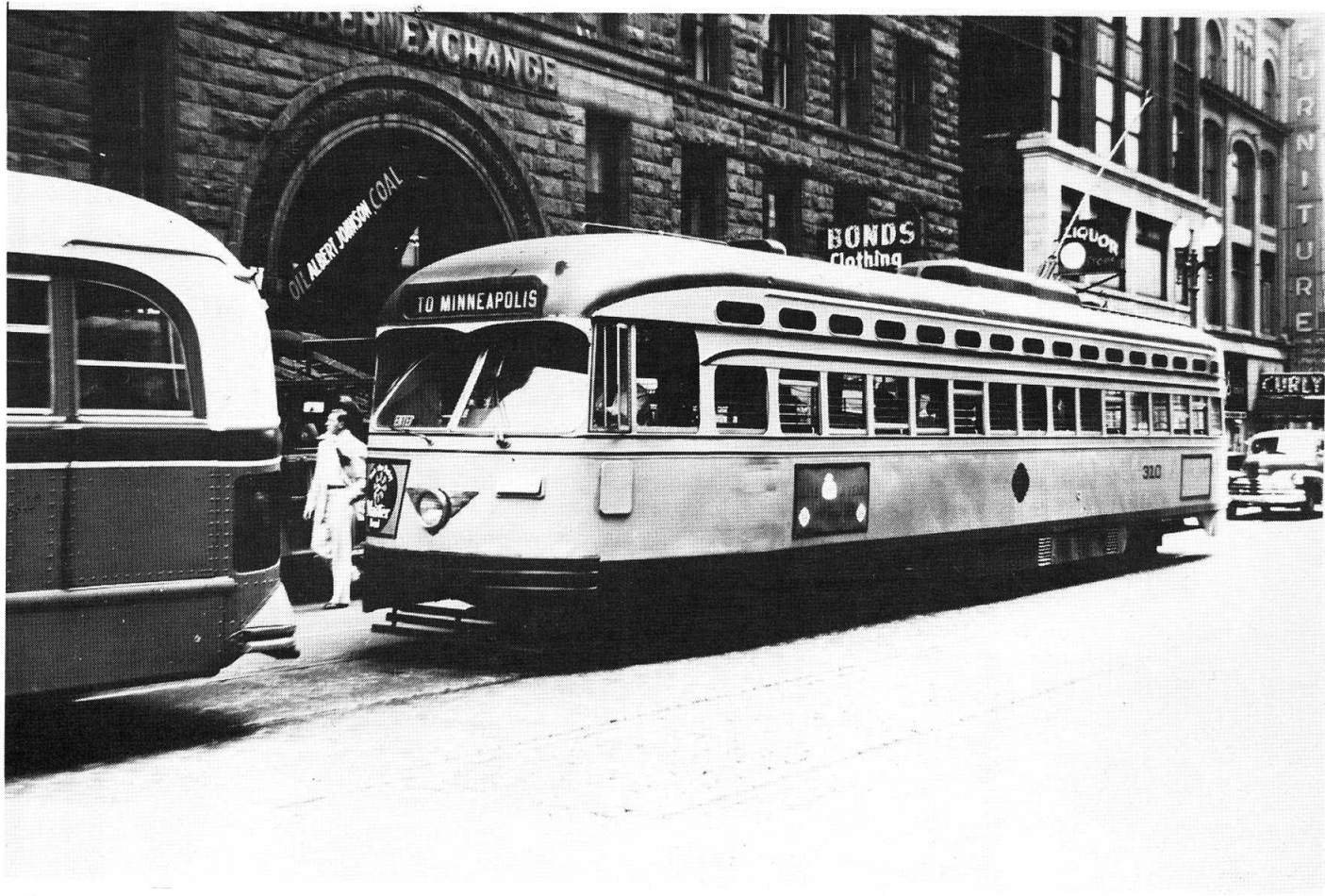
and a first-generation electric car represented in DSR 78. Messaba Railway No 10, stored indoors at Twin Cities Arsenal, represents heavy interurban equipment. It needs extensive restoration for display or operation that is years off. The post-war PCC model, of which Twin City Lines owned 141 cars, is the last major gap in the collection. Many are still in good working order on other systems.

Constrained space at Lake Harriet limits the exhibit to four cars, one more than the present number at the site. The Division is investigating ways to expand the Linden Hills car barns to provide covered space for four cars. However, growing interest in operating trolley exhibits at other locations in the Cities may create need for more than four operational cars in the metropolitan area in the future.

The **Regional Transit Authority** of Cleveland, OH, has purchased new light rail vehicles for its Shaker Heights Rapid Transit line. These displaced PCC streetcars obtained from



TCL 1300 rocks downhill through Archery Range curve, Lake Calhoun, 1985. Aaron Isaacs Photo.



PCC car 310 from St Paul via University Avenue passes Lumber Exchange Building on 5th Street at Hennepin, Minneapolis. Car went to Mexico City in late 1953. TCL bus is a White Motors product. Harold A Smith Collection courtesy of Dave Norman.



Billiard and pool halls, restaurants, tasteful entertainment, 10 cent movies and nickel beer adorn Hennepin Avenue in 1913, as horse wagons vie with automobiles for parking spots. TCRT car with carbon arc headlight heads west on Hennepin from 6th Street. Minnesota Historical Society Photo.



Grand-Monroe standard car 1755 leaves Great Northern Depot safety islands, east-bound on Hennepin Avenue, Minneapolis, in 1953. Harold A Smith Collection courtesy of Dave Norman.

the Twin Cities and Chicago in the 1950's. During the oil crises of 1973 and 1979, Shaker Heights obtained additional second-hand PCC cars originally from Louisville and Toronto, as well as four Newark cars originally from Twin City Lines. The RTA maintains its equipment well, and the former TCL cars appear to be the pick of the lot.

The Museum has followed the Cleveland situation closely for a number of years, hoping to obtain one or two former Twin City Lines cars for Lake Harriet service. Fluctuating ridership in Cleveland, electrical problems with the new cars, federal grant rules, and an agreement between the Authority and the City of Shaker Heights which formerly owned the cars, all have delayed the disposal. Now it appears that a fair to good possibility exists that RTA will sell its remaining PCC fleet in the summer of 1986.

Members are asked **NOT** to contact the Regional Transit Authority in connection with possible purchase of cars by MTM, nor attempt to examine the cars on RTA property. Unauthorized contacts could jeopardize the negotiations, which **George Isaacs** is conducting on behalf of the Museum.

The Traction Division will recommend the purchase of two former TCL cars from Cleveland. These have sold for very low prices in the past, and a greater cost will be transportation to Minneapolis. One car will operate at Lake Harriet. The other car will be stored at another location to provide a spare for parts or display. Safe, long-term storage for both PCC's will be secured before purchase is recommended.

Back in 1954, only Car 1300 was preserved intact in this area. As the Lake Harriet exhibit took shape, we have wished that a second car had been preserved. Buying two PCC's when they are available will protect future opportunities.

Don Westley
VP - Traction Division

Minnegazette Deadline

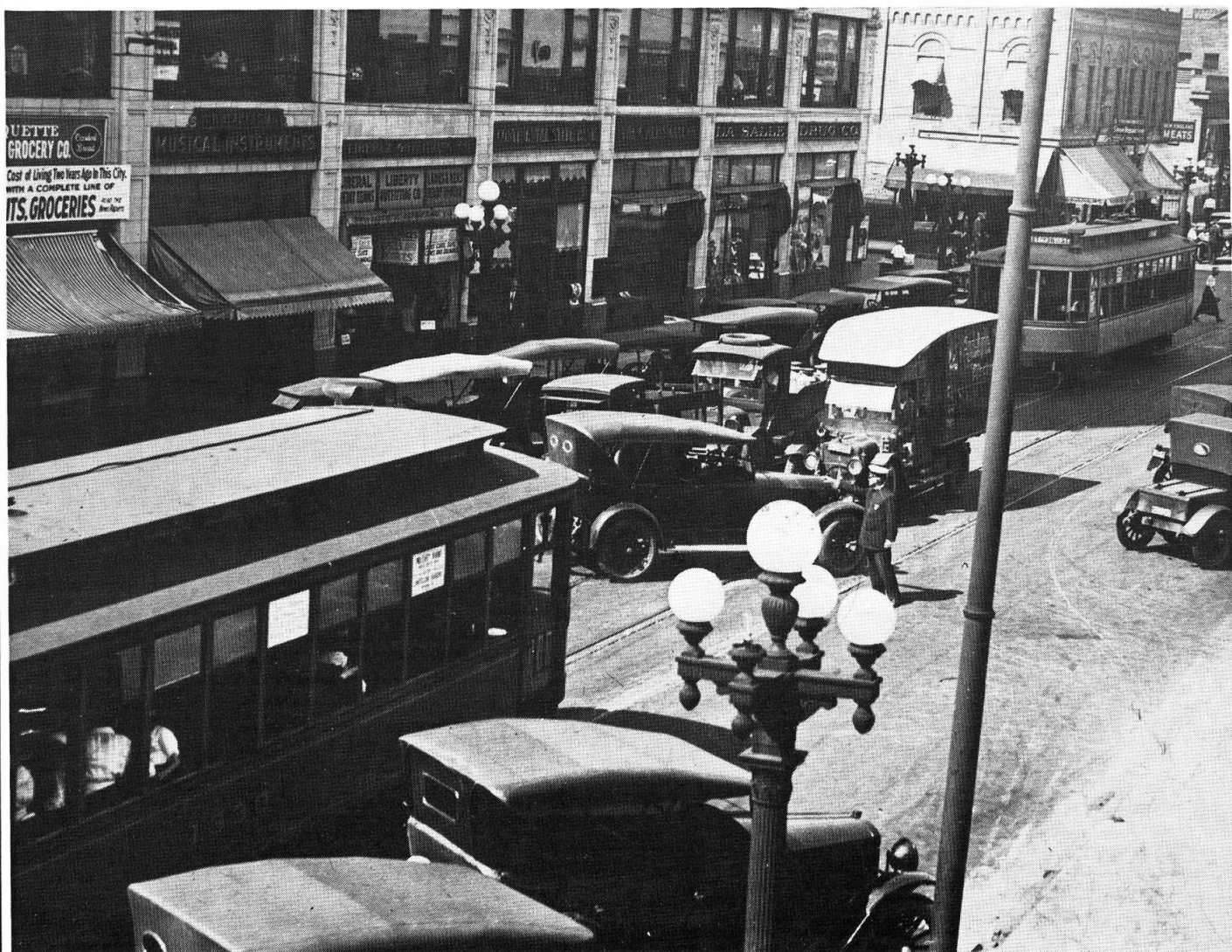
Please send articles and photos for the January/February 1986 *Minnegazette* to the Editor by December 20, 1985.

Thanks, Train Crews!

The 1985 MTM excursion season is over. It was a great year for me, particularly the Osceola trip, which was just about perfect.

I want to thank the following people who served as car attendants. If any names are missed, it is due to my less than perfect records.

Dave Aanerud, Curt Allen, Rey Ander, Howard Anderson, Dan Andrews, Walter Baillon, Audrey Barrette, Tony Becker, Sue Braun, Bill, Mark, Scott and Phyllis Bruce, Elizabeth Burth, Karen and David Bunch, Mike Buck, Mike Coffee, Fred and Paul Dalleska, Jim Daniels, Brian Dole, Mike Doroff, Rick



"Well, Stanley, here's a-nother nice mess you've gotten me into!" Streetcars wait on Marquette Avenue between 6th and 7th Streets about 1914, while fender bender is discussed. Minnesota Historical Society Photos.



At 6th and Hennepin in 1925, an early TCRT standard car heads for Bryn Mawr. One of the City's Finest directs traffic under an umbrella, as a Twin City Motor Bus Company vehicle makes a far side stop. The Plymouth Building (right foreground), the Lumber Exchange, and the new Nicollet Hotel (distance) are there today. Minneapolis Journal Photo Courtesy of Minnesota Historical Society.



TCL Car 1219 heads south on Oak Street between University and Washington Avenues on Oak-Harriet line, Minneapolis, in 1954. U of M Memorial Stadium is to the right out of view. Harold A Smith Collection courtesy of Dave Norman.

Dubay, Charlie Fields, Dan Fortin, Dave Fritz, Jay Halvorson, Jim Harrison, Loren Hartwell, Gary Heininger, Dennis Holmes, Mark and Dorothy Hull, Doug Hultgren, Tony, Pam and Richard Jenkins, Steve Johnson, Dave Kettering, Dennis Larson, De Smith Lindeen, Marvin Mahre, Bill Marshall, Loren Martin, Phil McCauley, Charles and Carol McCarthy, Nick Modders, Marvin Nauman, Tom Neadle, Tom Neuhaus, Dave Norman, Cathy Norton, Ray Norton, John Rutford, Mark Skoog, Lorie Snyder, Tom Snyder and Jim Woodward.

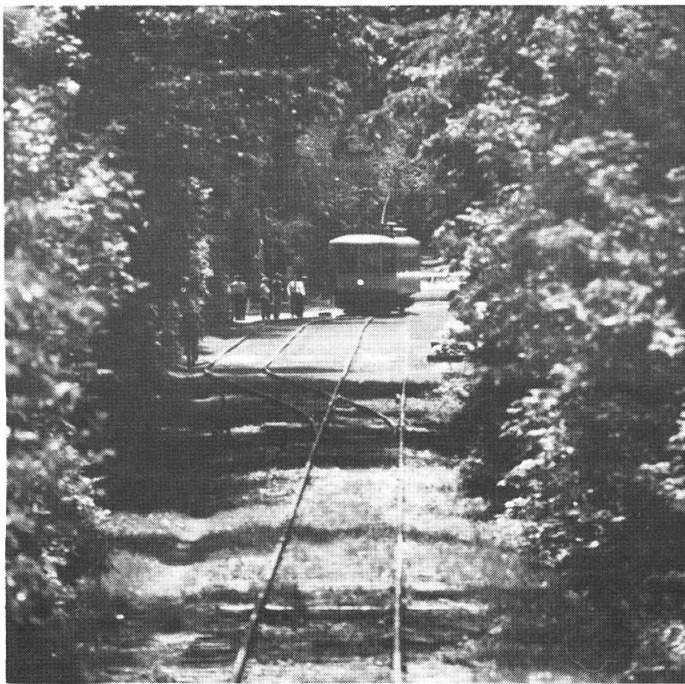
Special thanks to Herb Pinske, who has been my mentor, teacher and most of all friend. He has made this job and caring for the Minnehaha Depot a great deal easier. Thanks also to those who staffed the depot: Ray Bensen Sr, Robert Branchard, Mark Hull, Bill Marshall, Loren Martin, Tom Neadle and Terry Warner.

Again grateful thanks for a wonderful 1985.

Doris Voligny
Crew Superintendent

A Meet At Lake Harriet Siding

On holidays, the Traction Division rolls out its whole fleet, so that passengers wait no more than seven minutes for a streetcar. Cars shuttle back and forth on the single track, passing each other on the Lake Harriet siding where sprung switches make the operation smooth and efficient.



DSR 265 boards passengers at 42nd Street headed into the passing track.

Crews must attend to the schedule as well as their passengers, and the event takes on something of an evening rush hour flavor.

Aaron Isaacs found a new way to view the Lake Harriet Trolleys by climbing a step ladder with camera and telephoto lens in hand. Hiking through the Glen with his ladder over his shoulder, or perched eight feet in the air, he explained to joggers that he was just waiting for a streetcar. His photos capture the action on July 5, 1985.



As TCRT 1300 arrives from Lake Calhoun south-bound, Motorman Dave Boone closes 265's gates and eases into the passing track for the meet.



265 drifts through the spring switch back onto the mainline . . .



And notches out toward Lakewood, as 1300 disappears up-grade to Linden Hills.



Handsome 1 1/2-inch scale double-header on St Croix Valley Railroad leaves loading platform. Note an engineer and fireman on both engines.

On October 7, for example, an Atlantic-type (4-4-2) locomotive and a motor car operated on the one-inch scale track, while a Pacific (4-6-2), Mogul (2-6-0) and another Atlantic double-headed on the 1 1/2-inch scale line. The 3/4th-inch scale line is built on an elevated structure so that passengers have somewhere to hang their legs. It was operating an 0-4-0 plantation engine, and an Allegheny-type (2-6-6-6) mallet that would be right at home on the Chesapeake & Ohio if that railroad were smaller.

Waiting in the wings were a steam wrecker crane, and a replica of the Denver, South Park & Pacific's "Alpine," a Mason bogie 2-8-6 tank engine whose prototype climbed Colorado's Alpine Pass a century ago on narrow gauge track. South Park enthusiasts should see this one run!

The St Croix Valley Railroad is well worth the trip to Hudson next spring, especially for younger children and those who appreciate fine, authentic modeling.

St Croix Valley Railroad Smokes It Up

The size is small, but the action is just like steam railroads scaled 12 inches to the foot. During the summer, May through October, the St Croix Valley Railroad operates real steam-powered trains for its members and the public on the first weekend of each month. The line is located near Hudson, WI, four miles south of I-94, just west of County Road F. It differs from MTM's railroad, in that members load their trains into their cars and pickups for the trip home at the end of the day.

The SCV maintains several thousand feet of track for live steam trains scaled 3/4th inch, one inch, and 1 1/2 inches to the foot. A sign by the driveway reads "Slow. Men At Play." The lines climb hills, cross high trestles, and plunge through tunnels that give the full effect of smoke and cinders from the tiny engines. Up to a dozen passengers ride the trains, seated on foot stools in miniature gondola and flat cars. There is no charge for the rides, but a donation box at the station invites visitors to show their enthusiasm.



A Mason bogie engine to melt the hearts of South Park fans, Dick Johnson's 3/4 inch-scale "Alpine" needs only a backdrop in Chalk Creek Canyon. Drivers and frame swivel independent of boiler for curving narrow-gauge track.

Bill Graham Photos.



Straight lines, angles and shadows starkly portray grain elevators in southeast Minneapolis. Joe Elliott Photo.

Observations

- Steve Glischinski

Canada - Last Holdout For Covered Wagons

Paris, Ontario, is a small community on Canadian National's mainline between Toronto and London. A quiet community significant to the CN for its large trestle over the Grand River, Paris is much like many rural communities in the United States. But the passenger trains that pass through Paris without stopping are like no others in North America. They are pulled by the last streamlined Alco cab units on the Continent, VIA Rail Canada's FP4A and FP4B diesels. Inherited from Canadian National, the FPA's are the last and newest of Alco cab

unit design, built in 1958 and 1959 by Montreal Locomotive Works, Alco's Canadian subsidiary. Essentially a passenger version of Alco FA freight locomotives, the FPA's are powered by the newer Alco model 251 engine instead of the older 244 model. CN's entire fleet was acquired by VIA, save for two which were accident victims.

As Alco cab units became extinct in this country in the 1960's, the FPA's toiled for Canadian National in relative obscurity. Fans focused attention on the more famous six-axle PA units of the Delaware & Hudson in upstate New York. After the PA's were leased to National Railways of Mexico, and subsequently wrecked or retired, the FPA's of Canadian National finally received the attention they deserve.

It's almost too late for the Alco cab units. VIA presently has an order with General Motors Diesel for Amtrak-

style F40 units, with delivery scheduled for 1986. This should finish off the Alco's. VIA has options to purchase up to 75 F40's, which should finish off their large fleet of General Motors F-units as well.

A recent visit to Paris yielded three trains powered by FPA's in less than two hours, and one drawn by VIA's distinctive LRC locomotives. These partially have replaced conventional steam-heated equipment on VIA's eastern corridor lines out of Montreal and Toronto. In the Toronto area, corridor trains are pulled by a mixture of FPA's, F-units and LRC's. Outside the corridors, FPA's are used almost exclusively to pull the "Atlantic Limited" and the "Ocean" to the Maritime Provinces, as well as the "Canadian" to Sudbury, Ontario, where the Montreal and Toronto sections of the transcontinental streamliner are joined.

All conventional trains not powered by FPA's use F-units, making Canada a virtual paradise for cab unit fans. Add to this mixed trains with 1920's-vintage heavy weight coaches and locals operated by RDC cars, and you have a strong argument for a trip to the Northland. But don't delay: this last big show of traditional railroad-ing will be wiped out by the new F40's and double-deck long distance cars on order for delivery in 1988.

Short Items

BN has removed the former Northern Pacific depot at Anoka, and single-tracked its mainline between Big Lake and Becker. . . Rumors abound that BN's Hutchinson branchline soon will be taken over by a shortline operator. . . C&NW coal and ore trains delivered to the Soo/Milwaukee at St Paul and to the DM&IR at Superior continue to be powered by a colorful array of diesels. These include C&NW, Milwaukee, DM&IR, UP and North Western's ex-BN SD45 units still in green paint . . . C&NW's F-unit powered inspection train passed through the Twin Cities enroute from Superior, WI, to Mason City, IA, on October 9.



Bruce Furu (Patches) Entertains Crowds. Bernie Braun Photo.

Railroad Division Report

Our excursion to Osceola, WI, over the **Soo Line** was a great success. A small group rode the train out and back, but the two trips between Osceola and Marine On St Croix were standing room only, with about 425 passengers each. The Osceola to Dresser trips also carried good loads, and everyone had a good time. Thanks to the Soo/Milwaukee for their fine co-operation and help.

Loadings on the Renaissance Festival excursion to Shakopee were better than last year. Thanks to **John Pesek** of the Carver, MN, Fire Department for providing a pumper and water for NP 328 at the former Minneapolis & St Louis water tank in Carver, which a local group has restored. Our train looked nice spotted by that tank.

The Minnehaha Depot was opened on July 1 for a group of Cub Scouts from the Miniwicota District, Viking Council. The Scouts were having their three-day Frontier Days activity at Minnehaha Park.



Relics on the Chicago & North Western mainline, NP 328 passes Hudson, WI, depot in August, 1985. Bob Ball Photo.

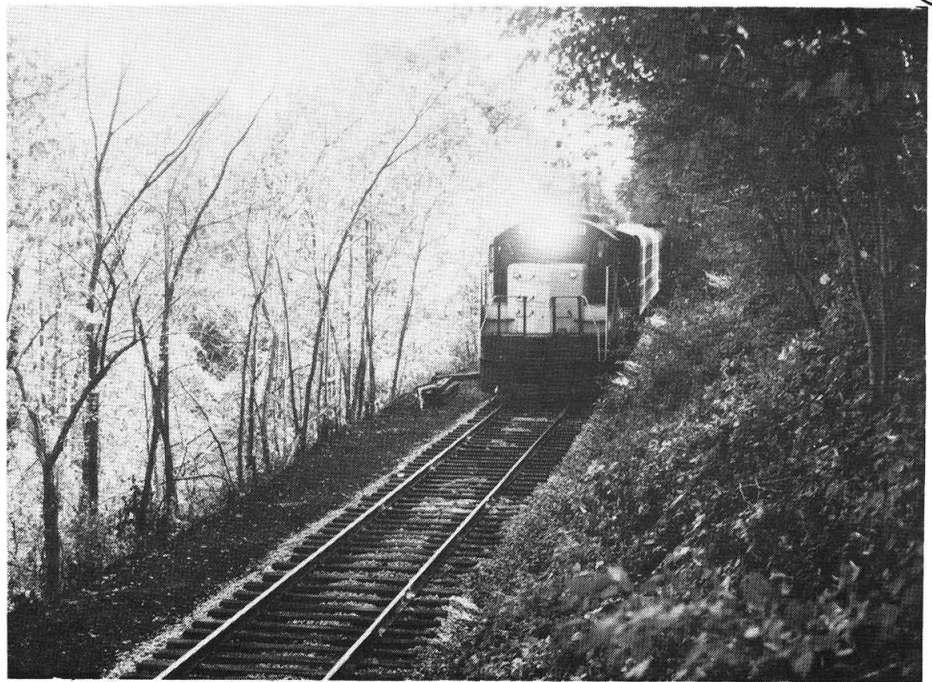
Thanks to **Herb Pinske** for showing the Scouts how track crews used different tools. Herb told stories about the Milwaukee Road during his life-long involvement with it. Thanks also to **Jeff Braun** for showing the Scouts how to use MTM's old track velocipede, and giving each of them a chance to try it out. **Dave Burke**, District Scout Executive, said it was an enjoyable outing for the kids.

"Patches" is back, after a year in Arizona. **Bruce Furu** will be with us next year as "Patches the Hobo," if he can find work.

Thanks to **Zeke Fields** and his crew for their many hours this summer keeping NP 328 running. She has a mind or her own, that Zeke and the crew seem to understand.

Finally, a big thank-you to **Chicago & North Western Transportation Company** for allowing several MTM excursions over their railroad. The C&NW has been more patient, helpful and cooperative than words can tell. Without them, our 1985 excursion schedule would have been thin indeed. **Thanks, North Western!**

Bernie Braun
VP - Railroad Division



Stillwater & St Paul Takes Shape

Track Gangs Work Uphill

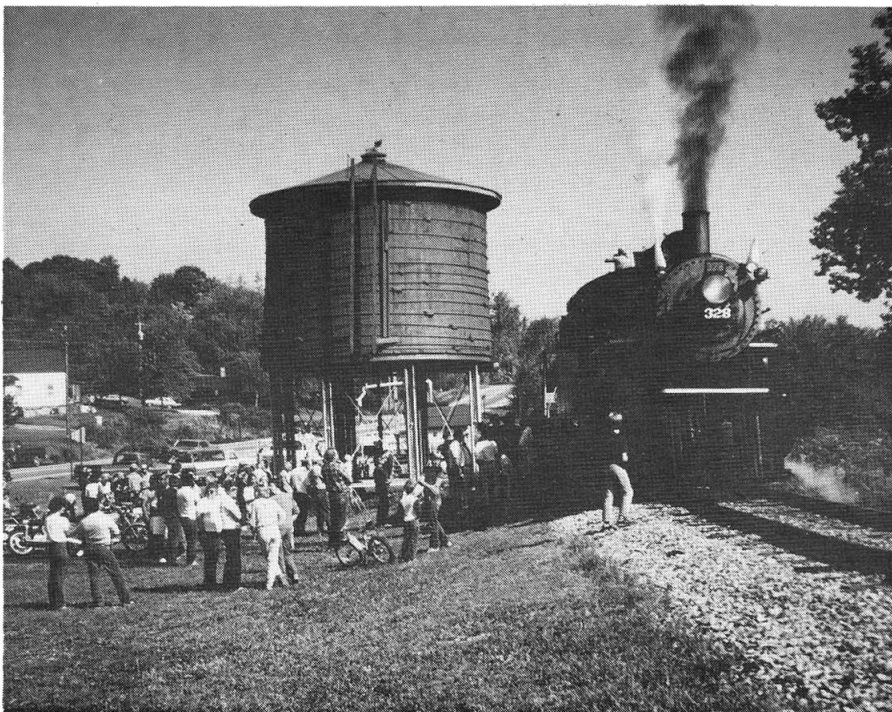
Some hyperbole is in order at year's end for MTM'ers who worked on the Museum's Stillwater trackage. Their callouses and perspiration prove their determination to forge ahead. They

have worked wonders with a scenic but deteriorating railroad significant to Minnesota history. During the summer, several asked the question: "Are we having fun, yet?"

The summer's work focused on repairing track on The Hill between Hazel Street and Oak Glen Golf Course. This is the most spectacular section of the Museum's railroad, where track is the most deteriorated, and where road access is impossible. The stiff gradient makes this section a concern for safe, reliable train operation.

Passengers and crews may have noticed that cars and engines sway a little less than last year. Mileposts and notice signs along the way are painted. Sharp eyed observers saw sections of track newly ballasted with rock, and piles of rotten ties lying in the weeds. Tailpipes and mufflers suffered fewer fatalities this year at the major road crossings. The once mountainous pile of replacement ties donated by Honeywell, has shrunk to modest size. Most telling was the comment of a Burlington Northern employee who said this summer that it is a better railroad than when he last took a freight train over it.

This summer, several hundred feet of track at six locations between Highway 95 and Oak Glen Golf Course were leveled, with new ties and rock ballast. Old ballast material was used to widen the shoulders where erosion



Renaissance Festival excursion takes water at restored M&StL tank, Carver, MN, in August, 1985. **Bernie Braun** Photo.



Enthusiasts wait at Marine On St Croix for MTM/Soo Line excursion train to Osceola, WI, September 7. Bill Campion (third from right) helped passengers with tickets and boarding. Bill Campion Photo.

threatened the track structure. Track was raised as much as five to ten inches at some spots. A hydraulic tamping machine borrowed from Superior Shortline Limited was used to hammer the new ballast under the ties. Now, the track stays where it belongs and the cars follow a straight line as they pass over these sections. Huge amounts of brush have been cut, and although some scenery still comes close to the windows, a lot more of it is visible.

Stock piles of spare rail at Summit have grown. Northern States Power Company donated 6,300 feet of good quality 75 and 85 pound stock from its

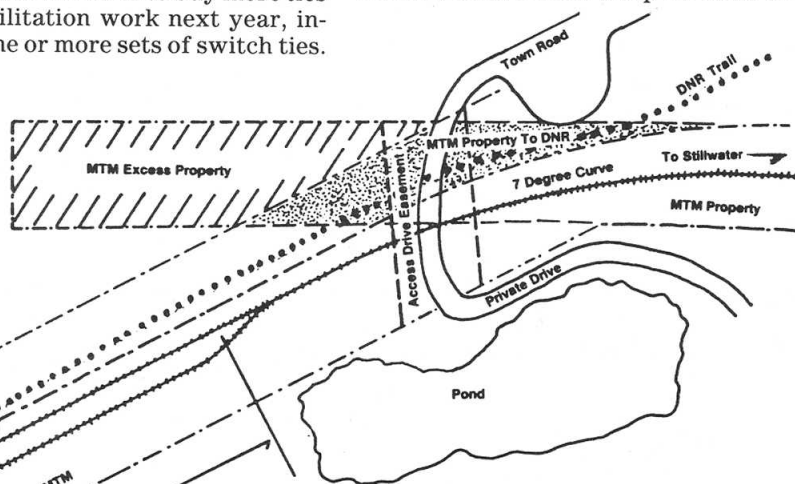
Allen S King Plant at Bayport. This will be used for siding and yard tracks in the future. In addition, 18 lengths of 90 pound rail and 190 good second hand ties were salvaged from a siding at Princeton for use in the mainline. The Museum will need to buy more ties for rehabilitation work next year, including one or more sets of switch ties.

The old ballast material is worn out, coal clinker from locomotive ash pans of eight decades that is now pulverized to the consistency of garden dirt. It holds water around the ties without adequately supporting them under the weight of a train. Few drainage ditches are functional. Rain water washes down the center of the track, percolating through the roadbed, causing it to subside, rotting ties, and threatening rail joints. In addition to replacement ties and rock ballast, ditching is needed to stabilize the track. A suitable ditching machine needs to be found, that can be transported by rail to sections on The Hill.

Campion Solves Land Problems

Bill Campion is representing the Board in negotiating three right of way transactions to re-arrange land parcels between the Museum and adjoining owners. The Board of Directors reserves final approval of all arrangements.

Most notable is a no-cost exchange of land with the **Minnesota Department of Natural Resources** at Duluth Junction. The Stillwater & St Paul was there before the Soo Line arrived at the Junction. Thus, today the Museum owns a continuous strip of land bi-



Stillwater & St Paul Railroad Proposed Land Exchange Duluth Junction Grant Township

Drawn By Bill Campion 10/15/85

secting the DNR trail, raising serious liability questions that both sides want resolved.

Bill has reached a verbal agreement with DNR that will require authorization by the 1986 Minnesota Legislature. Under the agreement, MTM will deed the portion of right of way to DNR needed to connect the two sections of trail, measuring about 50 by 130 feet. In exchange, DNR will deed a parcel to MTM along the east side of its trail property, measuring about 90 by 1100 feet, extending southwest from the Junction. This will allow MTM's railroad to bend onto the former Soo Line right of way, where a 600-foot passing track will be built. This in fact will be a better location for the passing track than the property MTM currently owns, being level, longer and better drained.

The exchange would leave MTM with an isolated section of right of way, about 450 feet long and 100 feet wide, to the west of the trail. After completing the exchange with DNR, MTM then would be free to sell this land to the adjoining owner, to raise funds for other site improvements.

At McKusick Road, the driveway to the maintenance buildings of the Oak Glen Golf Course lies on MTM property. A permanent easement agreement is being drafted that would permit the golf course access to its buildings.

At Hazel Street, just west of the Highway 95 overpass, the Museum currently owns the driveway and part of the land under a private home. The situation is awkward both for MTM and the home owner, whose only real opportunity for access is over railroad property. An agreement is all but drafted by which MTM would sell about 15 feet of land lying under the home, and grant the owner an easement to use the driveway. The agreement protects MTM's right to operate and maintain its railroad, and eliminates a source of grief for one Stillwater resident.

Bill also will try to obtain permission from the Minnesota Department of Transportation to de-activate the crossing signals at County Road 15 during the winter months. These battery-operated flashers are a constant maintenance headache in cold weather, and serve no useful purpose when the railroad is shut down.

These apparently simple problems get highly complicated when set to pa-

per. They bear on the Museum's good relations with its neighbors, and need sensitive handling. **Bill Campion** has done a great service by finding equitable arrangements for all concerned.

Summit Depot Is Closer

The Museum bought the former Milwaukee Road Depot at Bayport, MN, earlier this year for use at Summit Sid-ing. Planning has been underway to get the necessary permits and move the depot to Summit. **Jeff Braun** has been working with the Washington County Planner and the **Stillwater Town Board** to obtain a conditional use permit, for which a hearing is

scheduled November 7.

The depot will be used to store materials. Zoning ordinances prohibit using the depot for boarding passengers. If all goes well, the Town Board should grant the permits next February, after the required hearings have been held.

Thanks to everyone who has worked so hard this year to prepare the Stillwater & St Paul Railroad for regular operations. Much of what we will need now is in place. 1986 promises to be another milestone in getting the permanent operating site we have needed for so long.

Ward Gilkerson
Stillwater Site Committee



NP 328 slogs toward the top of the 1.9 percent grade at Stone Bridge on MTM's Stillwater line, Fall, 1984. Don Breneman Photo.



NP 328 passes Withrow depot enroute to Osceola, WI, October 7. At Withrow, northeast of White Bear Lake, Soo Line mains to Chicago and Sault Ste Marie divide. Bob Ball Photo.

NP 328 Takes A Breather

328 was out of service for the year, following the September excursion to Osceola, WI. On her 80th birthday, she was not calling it quits, and she performed flawlessly over the Soo Line main. It was apparent during operations this summer, though, that 328 needed boiler repairs to continue in excursion service.

Safety is the first concern in operating a steam locomotive, especially one as old as 328. Museum maintenance forces noticed increasing incidence of leaking boiler tubes and firebox staybolts this season, requiring constant monitoring and repair. First, several leaking stay bolts forced cancellation of a Sunday operation at Stillwater Lumberjack Days in July. Next, the engine burst a plug applied to a leaking flue during an August charter trip for the Toro Company to Montgomery. Fortunately, a Chicago & North Western diesel coupled behind 328 was available to complete the trip without serious delay.

These and other problems prompted the decision to withdraw the engine from service before the end of the ex-

cursion season. This will allow for a thorough inspection and repair of the problems over the winter, including installation of a new set of boiler tubes.

Excursions take a greater toll on the engine than the daily service it once worked. In daily service, the boiler was kept hot continuously to avoid constantly cooling and re-heating the metal. This provided many more hours of service between major boiler repairs. In excursion service, however, the boiler is fired only once or twice each month for periods of one to four days. This causes deterioration that provides fewer miles of service between repairs.

Then, too, 328 probably works harder in excursion service than during its former assignments on the Stillwater and Taylors Falls branchlines. Museum trains of up to seven coaches sometimes must operate at mainline speeds, in order not to delay freight trains. The pull out of Stillwater over MTM's own line is an ordeal that adds to maintenance.

The Museum has invested well over \$75,000 in the initial overhaul subsequent maintenance of NP 328, mainly in the boiler and running gear. The engine has passed regular inspections by the Federal Railroad Administration, and work has been done to high standards. The extent and cost of the repairs this winter is not fully known. A new set of boiler tubes will cost about \$7,000, and other costs will occur during the mechanical inspection.

The sight and sound of a working steam locomotive is a thrill hard to equate in dollars. MTM's excursions with 328 have brought joy to thousands around the Twin Cities. They have been possible only with the active cooperation and support of **Minnesota Transfer, Chicago & North Western, Milwaukee, Burlington Northern, and Soo Line Railroads**. The Museum will operate excursions as long as we can, but it is clear that steam railroading is an expensive hobby, made possible by the support of the community and Museum members.

Bernie Braun
VP - Railroad Division

MTM Enters The Doodlebug Era

It's here. Former Chicago, Burlington & Quincy doodlebug car No 9735, now part of MTM's collection, arrived in Minneapolis on October 4 in a Soo Line freight train. The car arrived at the Minnesota Transfer Roundhouse in St Paul October 9, for inspection and repairs this winter. It looks to be in rather good shape, temporarily in an un-Burlington paint scheme of orange and maroon. At long last, the opportunity is here to learn how to maintain and operate a gas-electric car.

A doodlebug is nothing more than a light weight coach propelled by its own gasoline- or diesel-electric power plant. Most were designed to provide branchline passenger, mail and express services within a single carbody. Some were powerful enough to pull expanded space for these services in one or more non-powered trailer cars. An engineer and conductor normally ran a doodlebug, sometimes augmented by a postal clerk or Railway Express agent.

Technology Needed Development

During the three decades before 1900, sporadic experiments aimed at developing self-propelled rail coaches for local service. These used small steam engines mechanically connected to the wheels, none of which gained much success. With the development of the internal combustion engine in the 1890's, interest quickly turned toward using the technology on railroads. Bulky engines fueled by petroleum "distillate," an early form of gasoline, produced limited horsepower and were far from reliable. Even more critical was the need for a lighter weight car body than the conventional railroad coach, and a reliable way to transfer power from the engine to the wheels in railroad service, where mechanical reliability is essential.

The McKeen Company, working with the support of the Union Pacific Railroad, marketed the first commercial rail motor car shortly after 1900. It was styled with the prow and portholes of an ocean liner, and transferred engine output mechanically to a pair of wheels through a clutch assembly. The McKeen car was an honest attempt, but its power plant was notorious. Clutches burned out and the



Ex-Burlington Route doodlebug No 9735 awaits restoration at Minnesota Transfer Roundhouse, St Paul, October 9. Bill Graham Photo.

engine shook itself apart on rough track. McKeen cars operated from Minneapolis to Anoka for a short time, before being replaced by electric trolleys in 1915.

Electric motors, hung between the truck frame and the axles, had run successfully in transit service since 1888. The General Electric Company teamed up with the Wason Manufac-



One exhaust stack for each engine cylinder protude above radiator cowling of 9735. Headlights and cowcatchers for both ends are missing and must be replaced. Bill Graham Photo.



Rear of 9735, showing windows of rear operator's cab. Side doorways front to rear enter forward operator's cab, post office compartment, and baggage area. Bill Graham Photo.

turing Company to experiment with cars in which an engine-generator set, mounted in the carbody, transferred electric power to a pair of motors conventionally mounted in the forward

truck. This proved reliable, in part because the engine-generator was isolated from the jarring of the wheels. After several models and years of road testing, Wason-GE marketed a



Ex-Great Northern and Montana Western gas-electric car No. 31 with baggage and passenger compartments loads at Mid-Continent Railway Museum, North Freedom, WI. Bill Graham Photo.

successful doodlebug car. North America's first commercially successful locomotive using internal combustion-electric power, **Dan Patch Lines No 100**, was an off-shoot of this work in 1913. No. 100 resides today in MTM's collection.

The internal combustion-electric power plant became standard in doodlebugs of the Teens and Twenties. Major streetcar builders including Pullman, J G Brill and St Louis Car entered the market, applying their experience in designing strong but light weight carbodies. In the 1930's and 1940's, diesel engines replaced the original gasoline prime movers to reduce the risk of fire. Sound design and orderly improvements allowed many of these cars to operate on railroad branchlines until the end of the doodlebug era, in the early 1960's. Even a few elderly McKeens survived several decades, refitted with electric transmissions.

Doodlebugs Filled A Need

"Doodlebug" is a euphemism for early rail motor cars that suggests skepticism toward an temperamental contraption, part train and part trolley, that could leave folks stranded in a cornfield late at night. However, as automobiles cut into branchline passenger traffic in the 1920's, and as technology improved, doodlebugs replaced steam power on many local trains all over North America. They offered the labor and equipment cost savings of electric trolleys, without requiring expensive overhead electrification. The clear choice over aging steam engines, hundreds of doodlebugs were in service by the end of the decade.

The Great Northern and Northern Pacific Railways operated large doodlebug fleets on their sprawling branch networks in Minnesota, North Dakota and Montana. By 1941, the Minneapolis & St Louis had substituted doodlebugs on all its passenger services in Minnesota, Iowa and South Dakota. A few, sporting imaginative streamlining and color schemes, operated as premier trains, with parlor and even bedroom services over intermediate distances. Chicago & North Western's "Namekagan" between Minneapolis and Ashland, WI, provided the flavor of a streamliner. For a brief time, the Chicago Great Western's "Blue Bird," oriented to Mayo Clinic trade, offered limited service between the Twin Cities and Rochester via Red Wing. Burlington's "Pioneer Zephyr" of 1934



Northern Pacific car B-18 with post office, baggage and passenger compartments waits at Mulberry Jct, Minneapolis, 1962. Clark Johnson Photo Courtesy of Hudson Leighton.

carried the doodlebug to a high art. After World War II, The Milwaukee Road built a streamlined doodlebug to pull coaches and a through sleeper from Austin to La Crosse on the Twin Cities-Chicago passenger corridor.

Doodlebugs yielded test bed experience that contributed to the modern diesel-electric locomotive. A few survive today as Sperry rail inspection cars. In the 1950's, the Budd Company marketed a stainless steel version of the old doodlebug known as the Rail Diesel Coach (RDC). In the Midwest, the Northern Pacific, Great Northern, Minneapolis & St Louis, Chicago & North Western, the Missabe and the Duluth, Winnipeg & Pacific all operated RDC's. Some still carry commuters in the East. In 1979, Budd offered an Amfleet version of the diesel rail coach, bought by the Connecticut Department of Transportation for commuter service.

A Few Are Preserved

The logic of the self-propelled coach came full cycle in the 1970's, when some rail museums substituted doodlebugs for steam power during periods of light traffic. The nearest is the **Mid Continent Railway Museum** at North Freedom, WI, which stables former Great Northern car No 31. It makes no economic sense to muster staff and perform the rituals of steam, when a

handful of weeknight passengers want rides. Yet, some museum patrons remember doodlebugs fondly, and drive long distances to ride them again.

The history of MTM's doodlebug is typical of these cars. The carbody of No 9735 was built by the Pullman Company. Its original engine was a Winton Model 148 diesel of 400 horsepower, with General Electric traction equipment. It is 65 feet long and weighs 66.5 tons. It entered service on the Chicago, Burlington & Quincy Railroad on March 14, 1929, carrying the number 735. Configured with a forward operator's cab, and compartments for engine, railway post office and express, it was intended to pull a day coach for passenger seating. It also has cab controls in the baggage

space at the rear for reverse running.

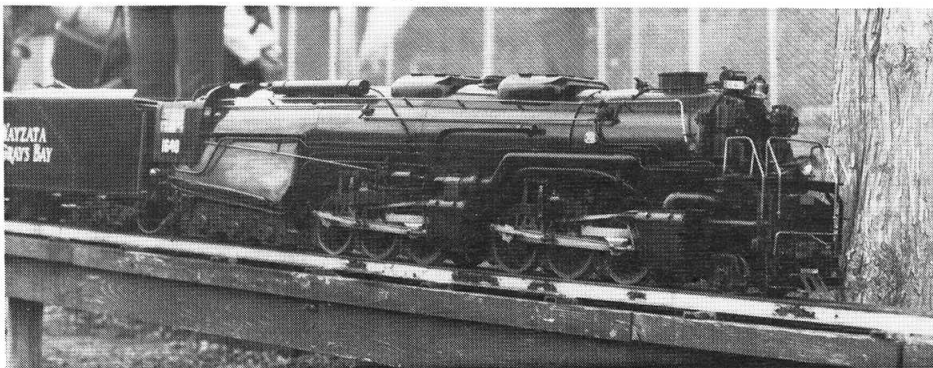
So far, no information has turned up about the present engine. Although it is possible that the engine is the original, Burlington repowered a few similar cars with Hamilton model 685-A diesel engines. The 9735 later received an auxiliary air pump and cooling radiator. Train-related equipment now occupies the entire space of the former post office compartment, and much of the baggage compartment. All this suggests that 9735 pulled trains much of its life, instead of operating as a single multi-purpose car.

Information available to date indicates that Burlington operated the 9735 between Villisca, IA, on the Chicago-Denver mainline, and St Joseph, MO. Photos from the 1960's show Burlington doodlebugs painted Pullman green with golden yellow insignia, and the forward end painted red with yellow stripes for visibility. Burlington sold the car in June, 1969, after which it operated as a freight locomotive on shortlines in Iowa and Wisconsin. MTM acquired the car from Clint Jones, a shortline operator and equipment dealer, who had stored it indoors in Upper Michigan for several years.

The roof and sides appear to be in excellent condition. A few small rust spots will need repair, mainly around the ends. The condition of the mechanical equipment is unknown, although the car has run recently. MTM shop forces believe that the brake system will require up-dating.

Many thanks to **Art Pew** and **Wendell Gilkerson** for providing MTM with funds to purchase this doodlebug. It will allow the Museum to begin regular passenger service at Stillwater soon, with persistence and luck by 1986.

Bill Graham



Definitely a Chessie Allegheny-class mallet. Cab roof is removed while fire is stoked. Engine is part of Don Strom's 3/4 inch-scale live steam collection.

"Hey Kid, Wanna Go For A Ride?"

- Nick Modders

Many years ago I was riding my bike down the platform of the Soo Line depot in Manistique, MI. After a bit of hard riding, I caught up to a couple of Soo Line Alco FA diesel units stopped at the depot to pick up the switching list. I expected depot agent, Paul Noe, to yell at me, since he had yelled at me a number of times, peering from behind the thickest eye glasses ever built.

The yell came not from Paul Noe, but from the fireman's window of the Alco FA, No 208-B, as it sat shaking itself as idling Alco's did. The jolly fellow who was "firing" train No 15 was Howard Stearns. He was looking forward to a bit of dull switching in Manistique before he got home to Gladstone. Perhaps he thought a little conversation with a 13-year-old on a Schwinn was better than just sitting there calling the brakeman's hand signals.

After Howard yelled "Hey kid, you wanna' go for a ride?" I quickly parked my Schwinn, climbed up into a huge cab and was invited to sit in the head brakeman's seat. Wow! This was really living, and we hadn't gone anywhere yet.

Soon the unhappy head brakeman appeared from the depot. In the slow business times of 1953, the tri-weekly way freight that normally switched Manistique was annulled. Train No 15, and specifically he, was about to do two hours of way freight switching. And I was about to get a two hour train ride...not very far or fast, but two hours in the 208-b was better than two hours on a Schwinn. I wasn't worried about being an hour late for supper, knowing my mother would be a little upset. Actually, she was very upset when she got over being worried about my safety.

I got down when they were ready to depart for Gladstone, thanking everyone all around. I memorized faces and names, thinking it would be good to remember friends the next time we met, I hoped soon.

Some weeks later, Howard Stearns reappeared, not on diesel-powered train No 15 with its Alco's, but on the recently reinstated way freight No 45. He had work to do, since the Alco engine on his train dated from 1912 and had a real fire in it to make the fire-

man's job credible. His engineer, Pete LeClaire, was the regular runner on way freights 44 and 45, running from Gladstone to the Sault on Monday, Wednesday and Friday, and returning Tuesday, Thursday and Saturday, the best day of the week for someone in junior high school.

Howard and Pete soon found me waiting for them every Saturday, and treated me to an hour or more of switching around Manistique. In the first few months I rode with Pete, he showed up with the same steam locomotive every time. Finally, that engine was sent west to a far away place called Shoreham in Minneapolis for inspection and repair. It was rather sad to see the first steam engine I had ridden sent away, possibly never to be seen again.

I got to be a regular fixture on the way freight, and in due course, rode quite a few of the Soo's Mikado 1000-series locomotives that were well suited to way freight work. Included were engines No 1012, 1013, 1015, 1017, Wisconsin Central No 3004, and several hand-fired 400-series Consolidations that switched the Sault and Gladstone.

Pete took me with him on a trip to the Sault after complicated coordination, not with the railroad, but with my parents who finally thought it

would be OK. It was a tremendous trip on the 1013, and what I would give now to have had a 35mm camera or any camera along. The pictures of 1013 roaring across Upper Michigan with a string of cars and caboose 109 tacked on behind live only in my memory. All of this happened while my schoolmates were playing softball and beginning to discover girls. Some may think I had a truly warped childhood.

Finally, the inevitable happened: Pete showed up one snowy spring day with a diesel. The Soo finally had acquired enough road switcher diesels to put the steamers in storage. A single Electro-Motive F unit or an Alco FA handled a way freight. Diesels, a big improvement over the drafty, noisy steamers, were clean, comfortable and allowed for easy conversation while underway.

All was not rosy forever. A heavy load on another train would require additional power, and robbed trains 44 and 45 of their diesels for a trip or two. A steamer would reappear, usually the 1013 or 1015. A big grain rush in the Dakotas brought steam back for months during the fall of 1954. It was a miserable fall for train riding. Cold and snow seeped in despite best efforts of the Gladstone shop forces, who used heavy layers of canvass to wrap the gangways and cab cracks of the weary Mikes. Nevertheless, I



Soo Line Mikado No 1015 takes water at Manistique, MI, as Engineer Pete LeClaire and Fireman Jay Stearns stand by. Nick Modders Photo.

never missed an opportunity to ride whatever was pulling train 45.

Finally in early 1955, a wonderful machine showed up that was every-one's answer for way freights. The GP-9 found its way onto trains 44 and 45 forever. The first Geep was No 553 which, unlikely as it may seem, was a passenger unit. It was brand-new, very clean and very comfortable. No more steam. An era had ended, and I didn't have the insight to realize what was gone.

I continued to ride with Pete and many others on the Gladstone Division all through high school. I even bought tickets (just to make it legal) and rode with them to the Sault when I was going to Michigan Tech, a great way to commute to college.

In the scratchings on the back of a tattered Gladstone Division employees timetable, I recorded the numbers of every one of the Soo's 200-series EMD and Alco freighters as I rode them. That list contained a lot of Soo steam power, long gone to the scrap-fer. The very first one on my list is the Mike on which Howard Stearns and Pete LeClaire showed me the marvels of injectors and stokers, clinkers and bell-ringing: **Mikado-type No 1003**. Yes, the very same 1003 that is the subject of some interest by the Minnesota Transportation Museum.

With some luck and a lot of work, perhaps some of those memories can be relived, when MTM restores the 1003 to operating condition and generates many more pleasant memories. I didn't really mean that steamers are noisy, cold and uncomfortable. They make music, but it took me a while to hear the tune.

Asleep At The Switch

The poem tells of a great train wreck that happened because someone was asleep at the switch.

While working third tricks, the swing job, and the telegraphers' extra board, I often went on duty ready for a night's sleep. Thanks to motherly advice, I was able to accomplish both without the potential for neglecting my duty.

The formula was simple. When the clerical work was finished and I had half an hour with nothing to do but wait for a train, I got my rest. Sitting back comfortably in a chair with feet on the desk, I held a railroad spike in one hand a few inches above the floor. I was able to hold the spike while "resting," but if rest turned into sleep, the spike would fall to the floor with a

klunk loud enough to awaken me. With the help of a spike, one can learn to be a skillful restor without being asleep at the switch.

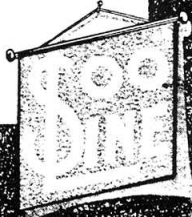
My telegrapher mentor was Ferd Gulker, a boomer who pounded brass for 33 different railroads. He gave me some fatherly advice, which I followed always but once.

While teaching me to operate an interlocking plant, Ferd advised: "Pull the levers, then check them to be sure you have given the approaching train the proper line up. Then walk to the other side of the tower, so you won't wonder if you've made a mistake and pull the board in the face of an approaching train."

On a hot summer night in 1946, I forgot his advice. I was working third trick at Clinton Junction, where C&NW's Chicago to Elroy line crossed the Milwaukee's Sturtevant to Savannah line. Along came a newly-dieselized Milwaukee Road freight. I gave him the line up and cleared the order board. The headlight came around the bend two or three miles to the Southwest. Struggling upgrade with tonnage, he seemed to be parked: no steam, exhaust, bounce or sway. Leaning against the window wondering why he wasn't moving, I suddenly assumed I had cleared the wrong order board, and corrected my error. I'd



Home was never palace
Like a parlor car,
Not a single bother,
Not a bump or jar.
Porter like a wizard,
Some conductor, too;
No one's ever homesick,
Riding on the



SEE AMERICA FIRST

5 TO 12 DAY TRIPS TO

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in the CANADIAN ROCKIES





Soo Line Mikado-type (2-8-2) No 1003 at Shoreham Yard, Minneapolis, accompanied by Alco diesel switcher, headed for display at Superior, WI, about 1962. Soo Line Photo by Wallace W Abbey. Nick Modders Collection.

been right the first time.

Immediately, the engineer whistled, hit the brakes, and managed to stop just opposite the tower, close enough to give me a well-deserved tongue lashing. He demanded a clearance, which I promptly gave and then hooped up to his conductor, seven minutes after midnight with yesterday's date. Neither he nor the conductor noticed it, but I did after he pulled out.

I knew I'd face the music with the dispatcher, Cranky Frank. Expecting another tongue lashing, he heard my confession and replied, "That has happened to the best of us!"

Bill Marshall



The Blue Bird



**NEW FAST MOTOR-TRAIN
BETWEEN
MINNEAPOLIS, ST. PAUL
AND
RED WING, ROCHESTER**

About The Rear Cover

We are looking west at 4th and Hennepin in Minneapolis in 1904. Center poles in the street still support overhead wires, invisible against the Victorian architecture of The Avenue. The transition from early beginnings to a modern street railway is well along, although an old single truck car still catches the lens. Facing the camera with "Minnehaha Falls" destination sign is one of a series of cars numbered 607-626, built in 1892 by American Car Company. Twin City Lines stabled them into the 1920's, and one survived on an Iowa interurban line until World War II. TCRT adopted many features of these cars for its "standard car" design, which entered production at Nicollet Shops, Minneapolis, in 1898. Sweet Studio Photo.



Photo Courtesy of Minnesota Historical Society.

MTM Membership Application

The all-volunteer nonprofit Minnesota Transportation Museum was formed in 1962 for the purpose of finding, restoring and operating vintage rail equipment for the education and the enjoyment of the public as a reminder of days gone by. If you like what you see in this magazine, how about becoming a member and helping us? It is a rich experience filled with fun and tradition. Join us today!

- ☐ MTM FAMILY Membership (\$25 per year.) All members over 18 eligible to operate museum equipment.
- ☐ MTM ACTIVE Membership (\$20 per year.) Eligible to operate museum equipment.
- ☐ MTM ASSOCIATE Membership (\$15 per year.)

All members receive the bi-monthly **Minnegazette** by 3rd Class Mail. For 1st Class delivery, please add \$5 to your membership and check here. ☐

- ☐ I do not wish to join MTM, but would like to contribute to the restoration (tax deductible).

Name _____ Phone _____

Address _____

City _____ State & Zip _____

Mail to: **Minnesota Transportation Museum, Inc.**

P.O. Box 1300, Hopkins, MN 55343



MINNESOTA STREETCAR MUSEUM

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August 2021

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